Is Daily Curing Backache, Dizziness, Faintness, Irregularity, and all Female Complaints.

[ [SPECIAL TO OUR LADY BEADERS.] Intelligent women no longer doubt the value of Lydia E. Pinkham's Vegetable Compound. It speedily relieves irregu-larity, suppressed or painful menstrua-



s, weakness of the stomach, indigesbloating, leucorrhea, womb trouble, flooding, nervous prostration, head-ache, general debility, etc. Symptoms of Womb Troubles

are dizziness, faintness, extreme lassiare dizziness, faintness, extreme fassitude, "don't care," and "want to be left alone" feelings, excitability, irritability, nervousness, sleeplessness, flatulency, melancholy, or the "blues," and backache. Lydia E. Pinkham's Vegetable Compound will correct all this trouble as sure as the sun shines. That

Bearing-Down Feeling, causing pain, weight, and backache, is instantly relieved and permanently cured by its use. Under all circumstances it acts in perfect harmony with the laws that govern the female system, is as harmless as water. It is wonderful for Kidney Complaints in either sex.

Lydia E. Pinkham's Liver Pills work in unison with the Compound, and are a sure cure for constipation and sick-headache. Mrs. Pinkham's Sanative Wash is frequently found of great value for local application. Correspondence is freely solicited by the Lydia E. Pinkham Medicine Co., Lynn, Mass., and the strictest confidence assured. All druggists sell the Pinkham remedies. The Vegetable Compound in three forms,— Liquid, Pills, and Lozenges.

TO REORGANIZE THE Y. W. C. A.

A Meeting Yesterday and an Interesting Talk by Miss Bradshaw.

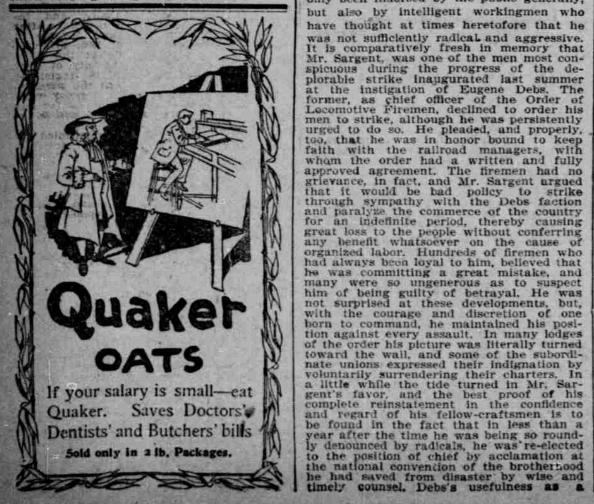
The first meeting in the interest of the establishment of a Young Women's Christian Association was held yesterday afternoon at the home of Mrs. E. G. Cornelius, on North Meridian street. Mrs. F. F. Mc-Crea presided and introduced Miss Ida Bradshaw, of Chicago, who talked of the work which has been done in other places. Miss Bradshaw contrasted the condition of the young women of to-day with those of fifty years ago. The young woman is entering almost every form of business life that men enter. For that reason she comes in contact with men and conditions not known fifty years ago. A sad fact is that she does not know that satan is abroad in all his various forms. The association is not philanthropic, charitable, a working girls' club or intellectual circle, ut all of these in their highest sense. In describing these departments Miss Bradshaw related incidents of the good that had been accomplished, of girls who had been made healthy and well, of several who had progressed on educational lines till three are now in universities, of the saving of one girl who did not want to be "preached at" and other cases that awakened the interest of the listeners and caused tears to come to many eyes. There are some departments which do not come under any of these heads. These are called the economic and include the conduct of a noon rest, an employment agency and a boarding house directory. The latter has been found a great benefit, for young women may be directed to good places. In connection with the noon rest Miss Bradshaw told of girls who earned 33. M. 35 or possibly 35 a week and with the amount they had to support themselves entirely. Many girls have told her that they would make their noon lunch, of ice cream, a bit of cake or a little candy, because that would stop the craving of appetite. In the noon rest there is a lunch room where one may get a cup of coffee for 3 cents, bread and butter for 3 cents, pie for 5 cents and other things in proportion. There is also a room fitted up with chairs, tables, sofas and reading matter, where the girls may spend the noon hour.

After Miss Bradshaw had told all this and more, Miss Shank said that she could not get any statistics as to the number of young women who are working in this city, but she had gone on both sides of Washbeen made healthy and well, of several more, Miss Shank said that she could not get any statistics as to the number of young women who are working in this city, but she had gone on both sides of Washington street, between Illinois and Pennsylvania streets, and found there were 1,086, divided as fellows: Seamstresses, 365; hair dressers, 14; milliners, 64; office girls, 77; students, 60; talloresses, 20; clerks, 440; waitresses, 30; miscellaneous, 14. There seems to be no question but such an organization as the Young Women's Christian Association is needed in this citys The women present signified their willingness to assist in the work of such an organization. A like institution was because in this city two years ago, and when the new one is started it will be a reorganization of that, as the fermer was an incortorated body.

Another parlor meeting will be held this afternoon at the home of Mrs. William T. Brown, No. 24 Park avenue, when Miss Bradshaw will speak again. This evening there will be a mass meeting at the First Baptist Church, when it is hoped there will be a very large audience. To-morrow afternoon there will be a meeting at 3 o'clock at Fletcher-place Church, so that those of the South Side who have found the distance too great to attend may be present. Miss Bradshaw is a delightful speaker, with a sweet voice and a ready command of language. The work of the Y. W. C. A. is to help every young weman in every possible way.

to help every young weman in every pos-

A Tramp with Pueumonia. tramp giving his name as Charles on, from Scranton, Pa., was found by the health officers suffering with pneumonia yesterday. He said he had been afflicted for three weeks, and his weak condition hore out his words. He was sent to the City Hospital, where he was resting easier last night. He may recover.



## MUST DO WITHOUT IT

SOUTHERN RAILWAY WILL NOT GET THE QUEEN & CRESCENT.

The C., H. & D. People Know a Good Thing When They See It-Interstate Commerce Decision.

A business man, who is in close touch with M. D. Woodford, president of the Cincinnati, Hamilton & Dayton, and one of the so-called Woodford syndicate, which is understood to have secured control of the Queen & Crescent road, writes: "I have just read an item which appeared in the Journal, quoting an interview with Samuel Spencer, president of the Southern railway, the item closing with the remark that there was little doubt that the Southern railway will ultimately get centrol of the Queen & Crescent, but will have to pay the Woodford syndicate a large bonus. There is not only a doubt, but a very large one, about the Southern railway ever getting the Q. & C., in ract, they are not going to get it. The Cincinnati, Hamilton & Dayton people did not buy this property for the purpose of trading in it with the Southern railway people. The syndicate are railroad operators, not brokers, and I imagine an impression exists in the minds of a great many people that the Southern railway, or Drexel, Morgan & Co., is a firm of vast resources and wealth, is the basis of the idea that they will ultimately get the road. This theory is altogether wrong. In the first place, if it came to a question of command of ready money, between the firm of J. P. Morgan & Co. and the people who represent the ownership of the Cincinnati, Hamilton & Dayton, the latter can raise more money in a week than they can. The C., H. & D. wants, this property for the purpose of protecting the values of the Cincinnati, Hamilton & Dayton and keeping it from being fenced in at Cincinnati. The other side own property which parallels the Alabama Great Southern railway, mile for mile, and touches every commercial point on the line of that road and also parallels, nearly, the Cincinati Southern railway. By looking at the map one will find that in connection with the L. & N. road via Jellico, they have a line to Chattanooga, which is only fifty-three miles longer than the Cincinati Southern. Taking these facts into consideration it will readily occur that their extreme anxiety to get these properties is more to prevent some one else from having them than from any actual need they have for the road bed and right of way. In other words, the whole proposition on the part of the C., H. & D. is to add value, but their scheme for floating the bonds of the Southern Railway Company is to destroy the possibility of direct competition. Taking the acquisition of these properties merely as a protective measure necessarily makes the value to money, between the firm of J. P. Morgan direct competition. Taking the acquisition of these properties merely as a protective measure necessarily makes the value to them less than it would be to parties who wish to operate the properties legitimately. Meantime, the Journal should refrain from swelling the general howl, by those who are totally ignorant of the circumstances, that the Southern railway is all powerful and is going to get the Q. & C. From the piratical effort which they made recently to steal the A., G. S. railroad by trying to have special legislation enacted in Alabama one can see that they are not as confident they will get the property."

May Meet the Scaboard's Rates. The Interstate-commerce Commission has granted the recent request of the Southern Railway Company that, in order to meet the cut in rates made by the Seaboard Airline, it be authorized to charge less for a long than a short haul of passengers. The "It is ordered that the prayer of said petition and the same is hereby granted, and said Southern Railway Company is hereby tation of passengers for longer than for shorter distances over the same line in the same direction, the shorter being included within the longer distance, but only to the extent and upon the conditions following: "First-Such high rates for shorter distances shall not in any case exceed the lower rates for longer distances by more

"Second—Such lower rates for long dis-tances shall not in any case be less than those previously published by the Seaboard Air-line or competing carriers between the Air-line or competing carriers between the same points.

"Third—Such lower rates for longer distances shall not in any case be less than the cost of the service rendered.

"This order is hereby declared to be temporary and provisional, pending further investigation by the commission, and the same may be modified or revoked at any time, and with or without notice, in the discretion of the commission."

In explanation of the order the commistime, and with or without notice, in the discretion of the commission."

In explanation of the order the commission made the following statement in substance: It appears that, prior to March 8, 1895, the first-class passenger rate between Atlanta and New York was \$24, by all the routes named, and that on March 6 the Seaboard Air-line published a tariff putting into effect rates between Atlanta and New York city as follows: Via Portsmouth and the Old Dominion steamship lines, \$14; via Portsmouth, Cape Charles and Delmar, \$14; via Portsmouth and Baltimore, \$14, and via Weldon and Quantico, \$19.16; that while such rates apply north-bound, the \$14 rate south-bound applies only to the Old Dominion steamship line to Portsmouth, the route through Baltimore and the Bay line of steamers to Portsmouth, by way of Quantico, Delmar and Cape Charles, being \$16, and by way of Quantico and Weldon, \$19.10. The Pennsylvania Railroad Company has not reduced its rates between New York and any of the Southern points named, and the Seaboard Air-line has reduced rates to and from intermediate points wherever necessary, so as to conform to the rule of the fourth section of the art to regulate company has possible to the section of the art to regulate company has possible to the section of the art to regulate company has possible to the points wherever necessary, so as to conform to the rule of the fourth section of the art to regulate company has possible to the rule of the fourth section of the art to regulate company has possible to the rule of the fourth section of the art to regulate company has possible to the rule of the fourth section of the art to regulate company has not reduced to the rule of the fourth section of the art to regulate company has not reduced to the rule of the fourth section of the rule of the fourth section

and from intermediate points wherever necessary, so as to conform to the rule of the fourth section of the act to regulate commerce. It further appears that the reduced rates so published by the Seaboard Air-line and its connections, other than the Pennsylvania system, apply over part rail and part water routes, except the route via Quantico, and are so much below the reasonable rates which can lawfully be charged for the service rendered as to afford an insufficient and inadequate basis for the adjustment of relative rates over the all-rail

organization. Mr. Sargent on Sunday vis-

ited Lafayette, and in commenting on his

visit there the Lafayette Courier says:

"The presence in Lafayette of Mr. Frank

P. Sargent, chief officer of the National

Brotherhood of Locomotive Firemen, serves

as a pleasant reminder of the fact that he

is one of the few labor leaders in this

country whose course has been vindicated

and whose policy of conservatism has not only been indorsed by the public generally,

but also by intelligent workingmen who

have thought at times heretofore that he

urged to do so. He pleaded, and properly,

E. B. Taylor, superintendent of transportation of the Pennsylvania lines west of Pittsburg, was in the city yesterday, for a conference with F. G. Darlington, superintendent of the Indianapolis division, regarding some proposed changes in the handling of trains routes of the Southern Rallway Company, and that sufficient grounds appear for granting relief to some extent from the operation of the court and section to reguhandling of trains. The three divisions of the Brotherhood of Locomotive Firemen in Cincinnati will have a reunion, Sunday, April 28, and are sending out invitations to lodges within a radius of 200 miles to be represented. It is expected that Mr. Sargent, grand chief and others of the higher officials will be presented. Excellent Counsel Appreciated. But few if any chiefs of the labor organizations stand higher as a wise and conservative leader than does F. P. Sargent, chief officer of the Brotherhood of Locomotive Firemen, and time has demonstrated that he was a safe leader for the

Oscar Murray, vice president and freight traffic manager of the Big Four lines; E. O. McCormick, passenger traffic manager; C. E. Schaff, assistant general manager, and J. Q. Van Winkle, general superintendent, will to-day make a trip over the Michigan division, going as far as Benton Har-

G. C. Waldo, general superintendent of the Cincinnati, Hamilton & Dayton lines, yesterday made a trip over the Indianapolis division. He says the business of the road is satisfactory and shows a marked im-provement of late in both freight and pas-

G. R. Balch, purchasing agent of the Cincinnati, Hamilton & Dayton, was in the city yesterday. He says the company will this season purchase three hundred thousand cross ties and forty miles of new heavy steel rails. The company's bridges are in such good shape that little will be done in that direction.

With the taking effect of the summer schedule the time of the Knickerbocker express over the St. Louis division of the Big Four will be shortened thirty minutes. This train will then make the same time between St. Louis and New York which the Pennsylvania fast limited now does. William Garstang, superintendent of mo-tive power of the Big Four, has prepared plans and specifications for two large pas-senger locomotives and submitted them to President Ingalls for his approval, which he guarantees will haul ten cars between Galion and Cleveland and make the sched-ule time, forty-two miles an hour. It is claimed that Train 10, over the Pe-oria & Eastern, between Peoria and Indian-apolis, stops included, is the fastest sched-uled train in the West. The train makes

twenty-two stops and makes the run from Peoria to Indianapolis, 212 miles, in six hours and ten minutes. Between some stations it runs over sixty miles an hour. It is stated that the Union Station at Indianapolis is operated at less expense than any other union station in the United States, Buffalo, N. Y., excepted. Cost of handling trains at Indianapolis averages \$1.35; in Buffalo, \$1.32 per train. It is expected that when the affairs of the Union Station at St. Louis are well adjusted it will make a favorable expense exhibit. Within a short time the Big Four will appoint a representative of its passenger department at Louisville, probably selecting a Louisville man of large acquaintance. With the taking effect of its summer time

labor leader is forever ended, and he has not a word of encouragement or a ray of hope to hold out to the thousands of men who lost their positions through his foolto run between Louisville and Petoskey, and other improvements made to its train service which will greatly increase the business of the Big Four's Louisville and

The monthly meeting of the general managers of the road in the Union Railway Company was held yesterday. The attendance was small, and but little business was transacted. Superintendent Zion was instructed to place a large clock over the doors between the station proper and the train sheds, one on which, on either side, the time would be shown. On the first of next month the room now occupied by the sleeping car companies will be removed into part of the ticket office, and the Union News Company will take the former room. This will enable the company to enlarge its package room. Meeting of Presidents. An important railroad meeting of presidents was held at the offices of the trunkline commission in New York yesterday. After adjournment it was stated that the passenger agreement in reference to rates, which was entered into Dec. 31 and went into effect Jan. 1, had been reaffirmed by a unanimous vote. The trouble which arose over the discovery of east-bound tickets from St. Louis in the hands of brokers, who bought them at reduced rates, was brought before the meeting and settled after some discussion, though it is not known exactly how it was effected. Amendments to the passenger agreement, which was adopted at the meeting, make it still more difficult for one of its members to with-

Becoming More Demoralized.

run home seekers' excursions to Texas did the business. All the Western lines awoke suddenly to the belief that the West re-quired home seekers' excursions fully as much as the South, and everybody is pre-paring to run them.

Annual Meeting of the P., C., C. & St. L.

of the Pittsburg, Cincinnati, Chicago & St.

Louis railroad was held in Pittsburg yes-

terday. The annual report for 1894 was

submitted, showing: Gross earnings, \$14,-

247,855.73, a decrease, as compared with 1893,

247,855.73, a decrease, as compared with 1893, of \$1,502,952.95; expenses, \$10,765,519.82, a decrease of \$1,269,111.22; net earnings, \$3,482,-335.91; total net revenue, \$3,498,358.64, a decrease of \$231,865.26. A dividend of 2 percent on the preferred stock was paid during the year. There was a reduction of 331,495 tons in the freight traffic as compared with 1893, and a decrease of 884,774 in the number of passengers carried. The board of directors of the company being classified, there were only four to elect at this time. G. B. Roberts, Frank Thomson, John P. Green and Charles E. Pugh, all of Philadelphia, were elected. The board will organize in Philadelphia on next Thursday.

Atchison Reorganization Plan.

The Atchison reorganization committee issued their plan yesterday, which is signed

by all the members of the joint executive

reorganization committee, and which has

been approved by the New York general reorganization committee, the London bondholders' committee and Hope & Co., of

Amsterdam, acting for the Dutch bond-holders. The plan proposes to foreclose the general mortgage and other mortgages, if deemed desirable, and vest the properties

acquired at foreclosure sale in a new com-

Personal, Local and General Notes.

The summer time schedules of the Big Four lines will not go into effect until

The new book of rules copied after those of the Pennsylvania lines goes into effect

At the Union Station proper there are seventy-four men employed, and it takes \$3,733 per month to pay them.

L. S. Crocker, who died at East Brain-tree, Mass., on Sunday, was the inventor of the conductor's ticket punch.

The Indiana Car-service Association handled in March 19,325 cars, against 17,253 in February; increase in March, 2,072.

W. E. Hutton and J. R. Waterbury, New York capitalists, have been elected to the directory of the Ohio Southern.

Export rates are now off as well as rail rates, and with this an improvement in shipments of export freight is noticeable.

Indianapolis packing houses are now oading about twenty-five cars a day with

provisions for Eastern and export markets. Wm. R. McKeen, president of the Van-dalia, and family, who have been South for several weeks, are expected home to-

J. J. Turner, superintendent of the Pitts-burg division of the Pennsylvania lines, is in the city to look after some private

W. C. McGrafton, superintendent of sig-nals of the Pennsylvania lines west of

Pittsburg, was in the city yesterday on offi-

H. F. Bicknell, superintendent of the Sandusky division of the Lake Erie & Western, and superintendent of telegraph of the

The earnings of the American Express Company, at its Indianapolis offices, for March, were the largest in any month since the company established an office here.

May 1 has been fixed upon as the date on which the Adams Express Company will succeed the United States Express Com-pany on the Louisville, Evansville & St.

Edward F. Kearney yesterday succeeded W. I. Brown as chief clerk of Trainmaster May, of the Panhandle, and Lewis King succeeds Mr. Kearney as car tracer of the

Frain 2, the fast limited over the Van-

dalia and the Pennsylvania lines, last even-ing made the run from Coatesville to the Belt road crossing, twenty-eight miles, in

With the taking effect of the summer time table the Big Four will haul on its day trains between Indianapolis and Ben-ton Harbor parlor cars and on its night

system, is in the city.

twenty-six minutes.

trains sleeping cars.

Vandalia May 1.

Four li May 19.

The annual meeting of the stockholders

paring to run them.

package room.

An Atlanta paper, in commenting on the management of the Southern Railway & Steamship Association, pays the following compliment to E. B. Stahiman, who has been its commissioner for three years: "There is not a railroad man in the South who was here through all the trouble but will frankly allow that Commissioner Stahiman has done more for the bringing together of Southern railroads than any other man could have done. He was peculiarly the right man for the place—experienced, familiar with the troubles, in touch with every interest, wide awake and firm as the rock of Gibraltar." Mr. Stahlman was, for years, general manager of the Louisville, New Albany & Chicago, and made an excellent record in that position. Samuel Thomas, president of the Louisdifficult for one of its members to withdraw. No one, under the amendment, is
allowed to withdraw now until after the
presidents meet and ratify their application.
The Baltimore & Ohio and the Chesapeake
& Ohio withdrew their complaints against
the agreement, and they will remain under
the terms of the agreement. In reference
to the freight rates little was done except
to restore the tariff on east-bound freight.
This restoration will go into effect on This restoration will go into effect on Samuel Thomas, president of the Louis-ville, New Albany & Chicago, who spent a week in the West, has returned to New York, and, in interviews with friends of The demoralization in passenger rates west of the Missouri river was increased York, and, in interviews with friends of the Monon, speaks very encouragingly as to the future prospects of the road and of its present management. When in this city he spoke of Vice President and General Manager McDoel as having no superior, and of General Superintendent Lowell as being an unusually good man for the position; also, of the excellent business showing General Passenger Agent Frank Reed and General Freight Agent R. M. Arnold were securing for the road. The passenger department, every week of the present year, has shown increased earnings over corresponding weeks of 1894. somewhat yesterday. The Burlington & Missouri River announced that on April 15 it will make a \$17 round-trip rate from Denyer to Omaha. Fram Kansas City, a Denyer to Omaha. Fram Kansas City, a rate of \$5 will be made to points in Nebraska, and one of \$7 to Sterling, Col. The tickets will have a return limit of ten days. Another feature which may add somewhat to the demoralization is the preparation which practically all the Western roads are making to run home seekers' excursions to all points in Nebraska, Kansas, Montana, the Dakotas and Wyoming. The Illinois Central excursions to the Scuth was the opening wedge and an announcement from the Alton that it would run home seekers' excursions to Texas did

CHICKAMAUGA COMMISSION.

Named by the Governor Yesterday-Board of Control Appointed.

Governor Matthews yesterday announced the Chickamauga Battlefield Monument Commission, authorized under a law passed at the recent session appropriating \$40,000 for monuments to mark the position of Indiana troops. The commissioners serve without pay, except for expenses. Their names are as follows: Gen. Morton C. Hunter, Bloomington; Col. William M. Cockrum, Oakland City; Gen. James R. Carnahan, Indianapolis; Capt. Milton Garrigus, Kokomo, and Capt. Dyer C. McConnell, Logansport, Republicans; Capt. William P. Herron, Crawfordsville; Capt. George H. Puntenny, Rushville; Capt. Milton W. Thompson, Fort Wayne; Capt. Marcellus Thompson, Fort Wayne; Capt. Marcellus M. Justus, Bluffton, and Col. R. M. Johnson, Elkhart, Democrats Some of these were members of the commission appointed to go to the battlefield and locate the spots occupied by the Indiana regiments.

The Governor also appointed the boards of control for the institutions for the blind and deaf and dumb, as follows:

Deaf and Dumb—Charles E. Haugh, Indianapolis, Democrat; Thomas L. Brown, Bedford, Democrat, and Samuel A. Bonner, Greensburg, Republican. Greensburg, Republican.

Institution for the Education of the Blind-J. J. Allen, Covington, Republican; Nelson Bradley, Greenfield, Republican, and John F. Hennessy, Indianapolis, Democrat. The school for the deaf and dumb is thus retained under Democratic control and the other is given into Republican control. In each case the boards are so constructed that they will retain the present Democratic superintendents. Superintendent Glasscock, of the school for the blind, is said to have named the Republican member Nelson Bradley who lives in Mr. Glasscock ber, Nelson Bradley, who lives in Mr. Glass-cock's home, Greenfield. The other Repub-lican member comes from a locality where Mr. Glasscock's relatives are influential people. Of the appointments to the State hospitals the Governor has seen to it that the members of the boards are men who will not remove the superintendents of the institutions because of politics. There is a rumor about the Statehouse that Dr. Thomas, of the hospital south, is not likely to remain in that institution many months.

SERVANT COMMITS BURGLARY.

House Ransacked by a Negro and His · Companion.

Monday afternoon a colored man giving his name as Henry Brown called at the residence of Edward A. Ramsey, No. 67 West Michigan street, asking for work. It so happened that a man was needed at that time for work around the premises, and after some questions, which were answered satisfactorily, Brown was engaged. He was at that time accompanied by another colored man, who held a consultation with Brown and then left. Monday night Mr. Ramsey and his wife went out to spend the evening and locked up all but the rear of the house, where Brown was supposed to stay. When they returned late in the evening they found the house in a much disordered condition, and upon examination they discovered that the back door had been broken open and all the jewelry, silverware, money, clothes and almost everything of any value which was portable was missing. They made a search for the colored man, but he was nowhere to be found. The police department was immediately notified and a description of Brown and his companion was furnished. Yesterday morning the detectives were put to work on the case, and about 10 o'clock Richards and Kinney found Brown on West Market street. When searched a quantity of the stolen goods was found on his person. He was taken to the police station, where he stated that his companion was Harry Draper. He said the remainder of the stolen goods could be found in a shanty near the corner of Georgia street and the Big Four railroad. The officers went to the place and found the goods secreted under a pile of scrap iron. Draper was already in the custody of the police, having been arrested late Monday night for intoxication. He was held on the more serious charge of house breaking and burglary, although he denies knowing anything about the matter. ored man, but he was nowhere to be found. about the matter.

BRYAN STILL IN JAIL.

Governor Matthews Seems Inclined to Let Him Remain There.

Governor Matthews yesterday received a call from the attorneys of David C. Bryan with a request that he recall his warrant client's release. This he refused to do, saying that the attorneys might carry the matter into court and let the judge settle the trouble. The Governor stood firm against all the arguments presented, giving the impression that he felt that he had not been treated with absolute fairness in the former hearing, and that he did not intend to be used to protect Bryan from judicial investigation a second time. One might have inferred that the Governor contemplates letting the defendant stay in jail until his attorneys find some way of getting him out, or conclude to transfer the defense to the Chicago courts. He has already expressed himself as believing that Bryan procured his own indictment on a trivial charge in the Shelbyville court in order that he the Shelbyville court in order that he might fall back upon it for refuge should the Chicago parties persist in prosecuting him. It is intimated that the Governor be-lieves that the difficulty, as far as his office is concerned, will work itself out when the defendant and his attorneys realize that the way of least resistance lies in consenting to go to Chicago to make the fight against the indictment there. The at-torneys did not inform Governor Matthews

what they would do. Mrs. Mather's Family Reunion. Police Matron Buchanan, with her mother, spent yesterday with her sister in Shelby county. It was the eightieth birthday of her mother and the event was cele-brated with a family reunion. There were four generations represented at the old home, there being the mother, children, grandchildren and a great-grandchild, there

being twenty persons present. Rescued from a Thief and Fined. Michael McCarthy was in Police Court yesterday charged with being drunk. He was seen Monday morning in an intoxicated condition by John Ferril, just north of Washington street, on Delaware. A roughly-clad man was with him, and started to rifle his pockets in an aliey, when Ferril rescued him. He was fined \$1 and costs.

Dr. Price's Cream Baking Powder World's Fair Highest Award.

AIR FULL OF SAND

RECENT STORM DESCRIBED BY RAILWAY SUPERINTENDENT.

Paint and Varnish on Cars and Locomotives Worn Off as if Emery Paper Had Been Used.

KANSAS CITY, Mo., April 9 .- W. A Deuell, general superintendent of the Colorado division of the Union Pacific, arrived in the city from Denver to-day. He passed through the territory which was swept by the sand storm on Friday and Saturday and was an eyewitness of the destruction it accomplished. "No writer could exaggerate," said Mr. Deuell, "the simoon which visited western Kansas and eastern Colorado last week. The storm began Thursday night and continued all day Friday and a part of Saturday. Clouds of sand were driven through the air by a high wind, obscurnig all objects and rendering existence almost impossible for man and beast. A strange phenomenon connected with the storm was that while the wind was blowing at the rate of from forty to sixty miles an hour north and west of Denver, yet in that city not enough air was stirring to cause a flag to flutter. People in Denver would not believe that the worst sand and snow storm experienced in years was raging all about them. The weather was not cold and the storm was not attended by any electrical display. It was simply an incessant, blinding, suffocating whirlwind of sand and snow.

sant, blinding, suffocating whirlwind of sand and snow.

"The paint and varnish on cars caught out in the storm were worn from the wood work and the car windows were scratched and ground as if by an emery wheel. One of our engines which braved the storm for several hours looked as if it had been resurrected after being buried for years. The paint and varnish were gone and it was covered with sand and slush from the pilot to the tender. A man venturing into a whirlwind of sand invariably returned in a few minutes with his face bleeding from hundreds of cuts. The men employed to clear the railroad cuts of the drifts of sand and snow were unable to work more than half an hour without being relieved. I certainly never before saw anything like that sand storm and no one could conceive its terrors without having been actually in it. At Cheyenne Falls, Col., a station on the Union Pacific, thirteen cars of sand were taken from the depot platform. Cuts were filled with immense drifts which averaged about two-thirds sand and one-third snow. about two-thirds sand and one-third snow The bodies of two sheep herders who were overcome by the storm have been found and others are reported missing. The loss of range cattle was great."

Snow-Bound Passengers Rescued. FALCON, Col., April 9.-The Rock Island, after an eight hours' blockade, demolishing two rotary and one wedge snow plows, besides working a large force of men with shovels, got their delayed trains through last night, carrying a sorry-looking but happy lot of passengers. The road encountered the worst drifts a few miles east and west of Limon Junction, requiring twenty-four hours' hard work to open up four miles of track.

Dr. Logan has just returned from a professional trip covering the major portion of the country for forty miles east and northeast, and estimates the loss of live stock in the territory mentioned at from \$40,000 to \$80,000. He says dead horses, cattle and sheep are piled against fences run-ning east and west, and hundreds are found out on the open prairie.

WEATHER BUREAU FIGURES. Temperature Records Yesterday

Morning and Last Night. C. F. R. Wappenhans, local forecast official of the Weather Bureau, furnishes the following observations taken yesterday at the places and hours named:

	Bismarck, N. D	28
	Rapid City, N. D	36
	Pierre, S. D	40
	Huron, S. D	34
	Yankton, S. D	40
	St. Vincent, Minn	28
	Moorhead, Minn	32
	Duluth, Minn	42
	St. Paul, Minn	44
	North Platte, Neb	34
	Valentine, Neb	38
	Omaha, Neb	46
	Des Moines, Ia Davenport, Ia	42
	Davenport, la	42
	Keokuk, Ia	44
	Concordia, Kan	44
	Dodge City, Kan	46
	Wichita, Kan	44
	Kansas City, Me	46
	St. Louis, Mo Springfield, Mo	50
	Springfield, Mo	44
	Chicago, Ill	40
	Springfield, Ill	46
	Cairo, Ill	52
	Marquette, Mich	38
	Grand Haven, Mich	38
	Indianapolis, Ind	42
	Grand Haven, Mich	44
	Cincinnati, O	42
	Cleveland, O	42
	Parkersburg, W. Va	46
	Pittsburg, Pa. Buffalo, N. Y. New York, N. Y. Washington, D. C. Charlotte, N. C.	46
	Buffalo, N. Y	42
	New York, N. Y	24
	Washington, D. C	56
	Charlotte, N. C	48
		50
	Jacksonville, Fla.,	60
	Jacksonville, Fla	50
	Nechtrillo Tonn	48
	Memphis, Tenn	52
	Memphis, Tenn	48
	Fort Smith, Ark	44
	Little Rock, Ark	52
	Oklahoma, O. T	43
Į	Amarillo, Tex	40
Ì	Abilene, Tex	44
	Palestine, Tex	48
	San Antonio, Tex	52
	Galveston, Tex	62
	Shreveport, La	48
	New Orleans, La	62
	Helena, Mont	38
	Havre, Mont	36
	Cheyenne, Wyo	34
	Denver, Col	36

Salt Lake City, U. T..... Tuesday's Local Observations. Bar. Ther. R.H. Wind. W'ther. Pre. 7 a. m. 29.71 42 92 N'west. Cloudy. 6.08 7 p. m. 29.90 54 61 N'west. Clear. 0.00 Maximum temperature, 57; minimum temperature, 41.

Following is a comparative statement of the temperature and precipitation April 9. 

Local Forecast Official. Forecast for Wednesday. WASHINGTON, April 9 .- For Indiana-Fair; warmer in northern portion; north-

west winds; becoming variable. For Illinois-Fair; cooler in western portion; northerly winds; becoming variable. For Ohio-Warmer in northeast portion;

westerly winds.

MR. MARTINDALE'S CHARGES Against Officer Conklin Were Not Sustained in an Investigation.

Mr. Charles Martindale was given an opportunity yesterday afternoon to show why he thought patrolman Conklin should apologize to him. Mr. Martindale was cautioned against fast driving at the corner of Meridian and Washington streets by officer Conklin one day last week while Mr. Martindale was showing two friends the sights of the city. He wrote a letter to the Board of Public Safety, demanding that the officer be compelled to apologize. Yesterday afternoon the case came up before Superintendent Powell, to whom the charges had been referred. Mr. Martindale's letter, which stated the case, was used. Among other things it said: "I suppose there was something about the equipage, which I had hired of Horace Woods, which did not suit the fastidious fancy of No. 72 (Conklin) or probably I should have obtained a passport in due form from No. 72 permitting me to pass the crossing of Washington and Meridian. I think the officer should and Meridian. I think the officer should be compelled to apologize to me and should be cautioned against overzealous meddling with passengers at the crossing."

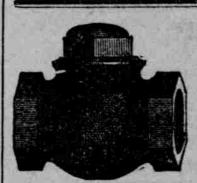
Several witnesses were examined, showing that Mr. Martindale was driving faster than is allowed by the law. Sergeant Corrigan, who was for four years stationed at the corner of Washington and Pennsylvania streets, introduced some expert testimony as to fast driving as explained by law, which states that horses shall not be driven faster than five miles an hour in the city. Sergeant Corrigan stated that a horse cannot go faster than a walk and horse cannot go faster than a walk and keep within the limit of the law. He showed figures to prove his statement. He showed that if a horse spends thirty seconds while

Says-A MOST STRENGTHENING DELICIOUS TONIC. The GENOUNE Johann Hoff's MALT EXTRACT has the Signature Johann Roff ON NECK WALL

A HAND SAW IS A GOOD THING, BUT NOT TO SHAVE WITH,"

EISNER & MENDELSON CO. SOLEAGENTS. NEWYORK

## S THE PROPER THING FOR HOUSE-CLEANING



THE McELWAINE-RICHARDS CO., WROUGHT-IRON PIPE and BOILER TUBES

Natural-Gas Supplies, Cast Iron, Malleable Iron, Brass, Hydraulie and Ammonia Fittings, METRIC METAL CO.'S Meters for Natural and Artificial Gas. STEAM, GAS and WATER GOODS, Fitters' Tools, Packing, Beiting and Steam Specialties. Plumb and Mill Supplies.

General Agents for SNOW STEAM PUMP WORKS. 62 & 64 WEST MARYLANDST.

Fragrant, Exhilarating and Delightful Smoke!

HOOSKER POET

The Public Favorite

Owners of Them Need Not Report

Patrick J. Ryan, deputy internal revenue

collector for this district, is sick with the

grip at his home, 180 South Missouri street.

He has received no instructions from Wash-

ington concerning the income-tax decision,

and has no knowledge of the change in the

law aside from that gleaned from the news-

papers. In discussing the decision last

"The change in the income-tax law will

not affect this district materially. The chief exemptions now are incomes on rents, bonds, etc. Taxables of this character are

bonds, etc. Taxables of this character are meager in this city, and even in the State. We have but a few more days in which to make our reports to the department, and the heaviest lists are to come yet. The court has decided that certain possessions are to be exempted, and these specific items need not be listed. Of course, the reports sent in heretofore cannot be changed by us, and the exempted class of property must be cut out by the department at Washington."

No Inducements to Immigrants.

J. Conrad Bray, of No. 125 Columbia ave-

nue, has received a letter from Minister

Young, of Guatemala, Central America, Mr.

Bray intended to join a colony which was

about to settle in Guatemala. The American minister, in his letter, discouraged the colonization idea. The country, he says, offers poor inducements to emigrants. Laborers receive but \$1 a day in the country's

The only way to cure catarrh is to purify the blood. Hood's Sarsaparilla purifies the blood and tones up the whole system.

**Deranged Digestion** is almost universally followed

by decreased vitality. Cod-liver

Oil is the natural remedy for

decreased vitality, but to pre-

scribe plain oil to one whose digestion is impaired is likely to

aggravate the difficulty. But

there is a way to take Cod-liver oil and aid digestion at the same

This way is Scott's Emulsion

of Cod-liver Oil with Hypo-

phosphites of Lime and Soda.

Scott's Emulsion not only pre-

sents Cod-liver oil in a palatable

and easy form, but the Hypo-

phosphites are themselves an aid

to digestion and a remedy for

the nervousness of many weak,

Scott & Bowne, N. Y. All Druggists. 50c. and \$1.

FLANNER & BUCHANAN

FUNERAL DIRECTORS.

We have removed to new and commodicus place ters. Per act privacy and convenience assured.

Chi chaid Morgue in charge of lady attendant.

172 North Illinois St.

DIED.

BOAZ-Mrs. Naomi Jane Boaz, at Pitts-burg, Kan., April 9, 1895, formerly a resi-dent of this city. Funeral services in Crown Hill Chapel, Wednesday, April 10, at 4 p. n.. Friends invited.

SOCIETY MEETINGS

MASONIC-Members of Oriental Lodge, No. 500, F. and A. M., are requested to meet at lodge hall, corner of Christian and College avenues, this (Wednesday) morning at 8 o'clock, to attend funeral services of Brother John W. Reed, at the family residence, 508 East Twelfth street, All Master Masons are invited to join, EDWARD D. MOORE, W. M. HOWARD KIMBALL, Secy.

NOTICE.

NOTICE—Howard's Steam Carpet Cleaning Works, corner St. Clair street and Canal. Two of the latest improved carpet-cleaning machines now in operation. Tele-phone. 616.

ANNOUNCEMENTS

ANNOUNCEMENT-Flores & Seidensticker, naving formed a partnership, have moved their law office to 27½ South Delaware street, taking charge of the office and law business of the late Adolph Seiden-ticker, deceased.

emaciated persons.

Them for Income Tax.

Manufactured by JOHN RAUCH.

Try it

traveling one square (510 feet) he will be traveling at the rate of a little over eleven miles an hour and if he spends forty-five seconds in a square he will still be traveling about eight miles an hour. To spend forty-five seconds in covering a distance of 510 feet a horse cannot go faster than a walk. The testimony seemed to indicate that Mr. Marindale was driving in a trot when stopped, which, according to Sergeant Corrigan's figures, showed that he was violating the law. Superintendent Powell stated to Mr. Martindale that the preponderance of evidence went to prove that he was disobeying the Jaw when the officer stopped him and that he had there-RAILWAY TIME-TABLES. Indianapolis Union Statio ennsylvania Lines Trains Run by Central Time Tioner Offices at Station and at corner Il Washington Streets.
TRAINS HON AS FOLLOWS:
Obaily, \*Deily, except Sunday,
FROM INDIANAPOLIS TO LEAVE officer stopped him and that he had therefore done his duty. Superintendent Powell will make a report to the board to-day and it is safe to say that officer Conklin will not be asked to apologize.

BONDS AND RENTS NOT LISTED.

PROBATE CAUSE NO. 1744.

In the Marion Circuit Court of Marion ounty, Indiana. May term, 1895.

George F. McGinnis, administrator de George F. McGinnis, administrator de bonis non, with the will annexed, of the estate of Conrad Traub, deceased, vs. John C. Traub, Christian Reinert, Gottlieb Reinert, Mary M. Madsden, Christian L. F. Madsden. Paulina Deliart, Gracy Price, Aaron Price, Kate Lowa, Ernest Lowa, John B. Gasper, administrator of the estate of Gottlieb E. Traub, deceased, George F. McGinnis, guardian of the person and estate of Margaret Traub.

To Kate Lowa and Ernest Lowa: You are severally hereby notified that the abovenamed petitioner, as administrator debonis non, with the will annexed, of the estate aforesaid, has filed in the Circuit Court of Marion county, Indiana, a petition, making you defendants thereto, and praying therein for an order and decree of said court authorizing the sale of certain real estate belonging to the estate of said decedent, and in sald petition described, to make assets for the payment of debts and liabilities of said estate; and has also filed an affidavit averring therein that

debts and liabilities of said estate; and has also filed an affidavit averring therein that you and each of you are nonresidents of the State of Indiana or that your residence is unknown and that you are necessary parties to said proceedings, and that said petition, so filed and which is now pending, is set for hearing in said Circuit Court at the courthouse in Indianapolis, Indiana, on the 10th day of June, 1895.

Witness, the clerk and seal of said court this 9th day of April, 1895.

JAMES W. FESLER, Clerk Marion Circuit Court.

Clerk Marion Circuit Court. Kneffer & Berryhill, Attorneys.

LOANS-Money, on mortgages. SAYLES, 75 East Market street. FINANCIAL—Large loans at 5 per cent. on business property. THOS, C. DAY & CO., 72 E. Market street,

MONEY TO LOAN-We have plenty of 6 per cent money to loan on Indiana farms. C. N. WILLIAMS & CO., Crawfordsville, LOANS—Sums of \$500 and over.
City property and farms.
C. E. COFFIN & CO., 90 East Market

MONEY TO LOAN—On farms at the low-est market rate; privileges for payment before due. We also buy municipal bonds. THOMAS C. DAY & CO., 72 East Market

FINANCIAL—To loan, We have quite an amount of money which we are very desirous to loan. We will give you your own time and any reasonable terms. CHAS. W. GORSUCH, 15 Virginia avenue.

LOANS-Six per cent. money on improved real estate in this city only. (No loans made outside.) Borrower has the privilege of prepayment semi-annually. No delay. Reasonable fees. JOHN S. SPANN & CO., 86 East Market.

Savings Association, 1814 North Meridian street, A. H. NORDYKE, President; CHARLES E. DARK, Secretary, Loans on Real Estate Mortgage made promptly. Interest paid on deposits, Agents wanted.

FOR SALE-Saloon, 110 South Hilinois. FOR SALE-Fireproof safe; very cheap terms easy. Address SAFE, care Journal FOR SALE—One of the oldest and best established groceries and meat markets in the city, on the North Side. Established trade. X. Y. Z., care of Journal. FOR SALE-Easter sale. Plain and fanc needlework Easter novelties; home-made cakes, white and brown bread, salads, pickles, jellies, canned fruit, candies, etc., etc., Wednesday, April 10, from 10 a. m. to 10 p. m., Roberts Park Church, Delaware and Vermont streets; prices moderate; refreshments during sale; supper 5:30 to 8 o'clock p. m., 15c. Orders taken for articles above named for Saturday, 13th inst., or any other date preferred.

WANTED-AGENTS. WANTED-Agents make \$5 daily. Marvelous invention; retails 25 cents; two to six sold in a house; sample mailed free. FORSHEE & McMAKIN, Cincinnati, O. WANTED-Agents to take orders by sample at home or travel, expenses and good salary or commission to right party. Samples sent on application. Address, with

WANTED-MISCELLANEOUS.

WANTED-One or two rooms on first or second floor for hullding and loan association office. Call at 49 Monument Place.

FOR RENT-Store room to be built and ready by Aug. 1, 28 by 150, Washington street, running to Virginia avenue, between new Arcade and Vance Block. Will give lease and build to suit parties. Call at 75½ East Washington street. W. A. BRISTOR.